



# Unified Planning Work Program (UPWP)

## Fiscal Year: 2025

Prepared By: **Tri-Lakes MPO Staff**

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**Derrick Harris MPO Study Director ADA/504/Title VI Coordinator Tri-Lakes Metropolitan Planning Organization P.O. Box 6409 Hot Springs, AR 71902 501-525-7577, Voice/TTY 711**  
[dharris@wcapdd.org](mailto:dharris@wcapdd.org)

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**Derrick Harris Director de Estudio MPO Coordinador de ADA/504/Título VI Organización Metropolitana de Planificación Tri-Lakes P.O. Box 6409 Hot Springs, AR 71902 501-525-7577, Voz/TTY 711** [dharris@wcapdd.org](mailto:dharris@wcapdd.org)

# Introduction

## What is the Tri-Lakes Metropolitan Planning Organization

A Metropolitan Planning Organization (MPO) is a transportation policy-making agency made up of representatives from local government and transportation authorities. MPO's are designated by federal law to serve in urbanized areas with populations of at least 50,000 people. An MPO was established for the Hot Springs Urbanized Area in 2003 by the governor of Arkansas. Through this designation of the Hot Springs Area Transportation Study (HSATS) the MPO exists today as the Tri-Lakes (TLMPO). The MPO is supported by an 11 member Policy Board and a 15 member Technical Advisory Committee (TAC), as well as MPO staff. The Policy Board relies on the TAC and staff for analysis and recommendations regarding transportation policy options, but reserves the right to make the final determination.

## Planning Process

The United States Department of Transportation (USDOT) relies on Metropolitan Planning Organization (MPO's) to ensure that existing and future federal expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive (3-C) planning process. The 3-C process is the foundation for regional transportation planning and includes input and direction from participating cities, counties, community agencies, elected officials and the public. The TLMPO is the agency responsible for coordinating the transportation planning activities for the Hot Springs Urbanized Area (UA). Additionally, the TLMPO must produce and update plans, projects, and programs that are required by the USDOT and the Arkansas Department of Transportation (ARDOT). However, those plans, projects, and programs must be approved by the executive branch of the TLMPO, the Policy Board.

## Planning Partners

The TLMPO is a regional transportation planning organization that was established in 2003. The MPO serves the Hot Springs Area Transportation Study (HSATS), whose member jurisdictions and planning partners include the following agencies:

- Garland County
- Hot Spring County
- City of Hot Springs
- Hot Springs Village
- Town of Fountain Lake
- City of Mountain Pine
- Hot Springs Intracity Transit (IT)
- Greater Hot Springs Chamber of Commerce
- Hot Springs Metro Partnership



- Arkansas Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- National Park Service

## Hot Springs Region

The Hot Springs area is the eastern gateway to the Ouachita Mountains in Central Arkansas. The regional topography is hilly and mountainous, resulting in some steep and winding roadways. This topography creates numerous creeks, natural drainages, and flood plains, many suitable for alternative transportation uses, such as pedestrian and bicycle paths.

Additionally, this topography presents some unique challenges for roadway improvements, especially when considering new capital projects or roadway expansion. The downtown Hot Springs street layout is one of a radial grid pattern. The downtown area streets were originally developed in a round radial pattern instead of a block grid type pattern as dictated by the topography. The TLMPO Study Area contains Lake Hamilton and Catherine, which is adjacent to Lake Ouachita on the eastern edge of the Ouachita Mountains. These three (3) lakes provide the basis for the name Tri-Lakes.



## What Does a MPO Do

The MPO has some key responsibilities as required by federal law. There are five core functions and four main planning documents that must be continually updated and evaluated. Those are as follows:

- Establish and manage a fair and impartial setting for effective regional transportation decision-making
- Evaluate available transportation alternatives given the size, complexity and nature of the region's transportation system
- Involve the general public in the functions listed above and the core planning documents listed below

**The key documents produced by the MPO are:**

- **The Unified Planning Work Program (UPWP)** is the activity and budget document for the MPO staff and lists the transportation studies and tasks to be performed
- **The Metropolitan Transportation Plan (MTP)** is the strategic planning document that identifies future investments to be made in the region's transportation system. It's also known as **the Long-Range Transportation Plan (LRTP)**
- **The Transportation Improvement Program (TIP)** is a four-year funding program implementing the transportation projects and strategies identified in the MTP.
- **The Public Involvement Plan (PIP)** is an informational document which highlights the main strategies and techniques the MPO will utilize to inform and involve citizens in the transportation planning process.

## Planning Factors

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following planning factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.

The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).

## National Goals

It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:



1. Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
4. System Reliability - To improve the efficiency of the surface transportation system.
5. Freight Movement & Economic Vitality - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## Planning Emphasis Areas

In 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to the Executive Directors of the Metropolitan Planning Organizations (MPO) and the heads of the State Departments of Transportation (State DOT) encouraging them to give priority to the following emphasis areas in their updated UPWPs and statewide planning and research programs:

### Tackling the Climate Crisis

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

*(See [EO 14008](#) on "Tackling the Climate Crisis at Home and Abroad," [EO 13990](#) on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." [EO 14030](#) on "Climate-Related Financial Risk," See also [FHWA Order 5520](#) "Transportation*

## Equity and Justice 40 in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that:

1. Improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;
2. Plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;
3. Reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;
4. Offer reduced public transportation fares as appropriate;
5. Target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and
6. Consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

**[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*)** defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

## Complete Streets



FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations.

A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs,

State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

## **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the

Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e))

## **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

## **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

## **Fixing America's Surface Transportation Act (FAST Act):**

On December 4, 2015, President Obama signed into law Public Law 114-94, FAST Act, which funds surface transportation programs—including, but not limited to, Federal-aid highways, through FFY 2020. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

## **Performance-Based Planning and Programming (PBPP):**

Following federal transportation laws (MAP-21 and FAST Act), grant recipients are required to transition to performance-driven, outcome-based programs. Performance management is a strategic approach that uses performance data to inform decision-making and outcomes. FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. The rule establishes new requirements for States and MPOs to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. As part of this PBPP approach, recipients of federal highway and transit funds are required to link investment priorities from their Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP)

to achieve performance targets. In a series of rulemakings, FHWA and FTA are establishing national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement.

### **Civil Rights:**

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The use of the word “person” is important as the protections afforded under Title VI apply to anyone, regardless of whether the individual is lawfully present in the United States or a citizen of a State within the United States. In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability), Civil Rights Restoration Act of 1987, 49 CFR Part 21, 23 CFR Part 200, U.S. DOT Order 1050.2A (Standard Title VI Assurances and Non-Discrimination Provisions), Executive Order (EO) #12898 (Environmental Justice), and EO #13166 (Limited English Proficiency).[1] Notably, the MPO complies with all federal non-discrimination laws and regulations.

### **3-C Process:**

The purposes of the provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303, as amended, are to set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive (3-C) performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution; and to encourage the continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).

### **Pedestrian and Bicycle Safety:**

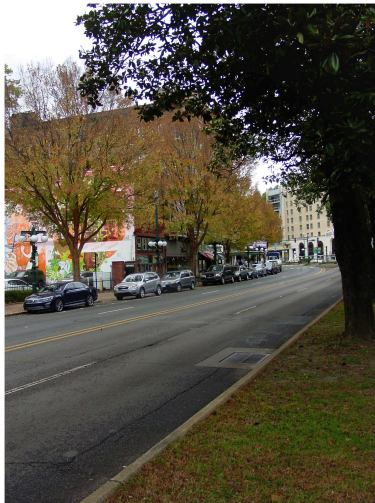
Livable communities that support bicycling and walking are a high priority of the U.S. DOT. A livable community is one that provides safe and convenient transportation choices to all citizens, whether it's by walking, bicycling, transit, or driving. Pedestrian and bicyclist safety improvements depend on an integrated approach that involves the 4 E's: Engineering, Enforcement, Education, and Emergency Services



# FY 2024 UPWP Accomplishments

Below are highlights of some of the FY 2023 UPWP accomplishments:

- Held and prepared documents for Policy Board and Technical Advisory Committee meetings;
- Updated and revamped the MPO's website.
- Published FY 2023 Annual Performance Expenditure Report.
- Published FY 2023 Annual Listing of Obligated Projects.
- Drafted & Adopted FY 2024 Unified Planning Work Program.
- Published Safety Map, as well as reviewing crash data, traffic volumes, demographic and other data.
- Coordinated with ARDOT and other stakeholders on performance measures and targets.
- Drafted, edited, and adopted FY 2023 – 2026 Transportation Improvement Program (TIP) Amendments #1 & #2
- TIP Monitoring: Shared and reviewed ARDOT's reports on projects that are in the planning phase or construction phase; staff minutes; and bid letting notices.



- Updated the 2045 Metropolitan Transportation Plan as needed.
- Created, and approved Metropolitan Transportation Plan Amendments
  - Coordinated with ARDOT and Hot Springs Intracity Transit (HSIT) on Metropolitan Transportation Plan Projects, Transportation Improvement Projects, and Triennial Review Requests.
  - Attended various transportation related meetings, webinars and workshops, and conferences.

# FY 2025 UPWP Activity Line Items

A UPWP is a program of identifying the planning priorities and activities to be carried out in the MPA during the next one- or two-year period. As outlined by the following activity line items, the planning priorities of the Tri-Lakes MPO and its planning partners are to carry out a continuous, comprehensive, and coordinated multi-modal performance based metropolitan transportation planning process that supports the national goals, planning factors and planning emphasis areas.

## 1. Program Support & Administration

Program Support & Administration (44.21.00): Includes basic overhead, program support, and general administrative costs; examples include direct program support, administration, interagency coordination, citizen participation, public information, local assistance, and Unified Planning Work Program (UPWP) development. (If direct program administrative and support costs are included in each work or activity, do not enter them a second time in this category).

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.21.00			
A	Prepared FY 2024 APER	September 2024	MPO
B	Implement FY 2025 UPWP	Continuous	MPO/LPA/ARDOT/OTHER
C	Prepare FY 2026 UPWP	May 2022	MPO/LPA/ARDOT
D	Review and Implement Bylaws as needed	Continuous	MPO
E	Update MPO website as needed	Continuous	MPO



F	Update the Public Participation Plan	September 2024	MPO
G	Community Outreach as appropriate	Continuous	MPO/OTHER
H	Participate in professional development opportunities such as conferences, webinars, trainings, etc. For example: AMPO, APAP, ATA, ATPC, TRB, FHWA, FTA, NADO, etc.	Continuous	MPO/LPA/ARDOT/OTHER
I	Perform other administrative and program support activities as needed	Continuous	MPO

## 2. General Development and Comprehensive Planning

**General Development and Comprehensive Planning (44.22.00):** Includes only the costs of activities specifically emphasizing regional policy and system planning for non-transportation functional areas, plus the development and maintenance of related data collection and analysis systems, demographic analysis and non-transportation modeling, and forecasting activity; examples include land use, housing, human services, environmental and natural resources, recreation and open space, public facilities, and utilities.

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.22.00			
A	Review demographic, traffic, safety, and other transportation related data as needed	Continuous	MPO/LPA/ARDOT

B	Mapping, graphics, and other data visualization techniques as needed	Continuous	MPO/LPA/ARDOT
C	Interagency Coordination	Continuous	MPO/LPA/ARDOT/OTHER
D	Perform other general development activities as needed	Continuous	MPO

### 3. Long Range Transportation Planning

**Long Range Transportation Planning (LRTP) (44.23.00). System Level:** Includes only the costs of activities specifically emphasizing long range transportation system planning and analysis; examples include long range travel forecasting and modeling including appropriate database development and maintenance for transportation in the entire metropolitan area or State, system analysis, sketch planning, system plan development, reappraisal or revision, and all long-range Transportation System Management (TSM) activities. **Project Level:** Examples include corridor and subarea studies, cost effectiveness studies, feasibility and location studies, and the preparation of related draft environmental impact studies.

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.23.00			
A	Update 2045 MTP as needed	Continuous	MPO/LPA/ARDOT

B	Assist with the development and implementation of the Southwest Trail as needed	Continuous	MPO/LPA/ARDOT
C	Perform other long-range multimodal transportation planning projects and activities as needed	Continuous	MPO/LPA/ARDOT
D	Update Long-Range Project List	Continuous	MPO/LPA/ARDOT
E	Begin 2050 MTP or Long-Range Transportation Plan	September 2026	MPO/LPA/ARDOT

## 4. Short Range Transportation Planning

**Short Range Transportation Planning (44.24.00):** Includes only the costs of activities specifically emphasizing short range transportation system or project planning and analysis proposed in the next three to five years; Performance-Based Planning and Programming (PBPP), public transit, complete streets, trail and sidewalk projects including bicycle/pedestrian activities.

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.24.00			
A	Performance Based Planning & Programming (PBPP) activities	Continuous	ARDOT/HSIT/MPO

B	Share Bicycle/Pedestrian Trends and Potential Opportunities	Continuous	MPO/LPA/ARDOT
C	Coordinate with Hot Springs Intracity Transit on performance measures as needed	Continuous	HSIT/MPO/ARDOT
D	Participation in the City of Hot Springs Complete Street Team	Continuous	MPO/LPA/ARDOT

## 5. Transportation Improvement Program

**Transportation Improvement Program (TIP) (44.25.00):** Includes only the costs of activities specifically emphasizing TIP development and monitoring.

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.25.00			
A	TIP Monitoring	Continuous	MPO/LPA/ARDOT
B	Publish FY 2024 ALOP	December 2024	MPO/LPA/ARDOT
C	TIP Development/Adoption	Continuous	MPO/LPA/ARDOT
D	Perform other TIP related projects and activities as needed	Continuous	MPO/LPA/ARDOT

E	Submit TIP Projects for inclusion into next TIP cycle (27-30)	April 2025	MPO/LPA/ARDOT
F	Draft, Edit, and Publish FY 2025-2028 TIP	September 2024	MPO/LPA/ARDOT

## Public Comments

No public comment period has been conducted as this is a DRAFT. This will be presented to the Technical Advisory Committee on February 6th, 2024 and the Policy Board on February 15th, 2024. After initial approval, we will begin seeking public comments throughout the month of March.

## Financial Summary

ALI Code	Activity Line Item (ALI)	Fiscal Year (FY) 2025 UPWP			
		Federal Share (FHWA/FTA) 80%	Local Match 20%	Total	Percent by ALI
44.21.00	Program Support & Administration	\$ 37,500	\$ 9,375	\$ 46,875	25%
44.22.00	General Development & Comprehensive Planning	\$ 22,500	\$ 5,625	\$ 28,125	15%
44.23.00	Long-Range Planning	\$ 37,500	\$ 9,375	\$ 46,875	25%
44.24.00	Short-Range Planning	\$ 15,000	\$ 3,750	\$ 18,750	10%
44.25.00	Transportation Improvement Program	\$ 37,500	\$ 9,375	\$ 46,875	25%
<b>Total:</b>		<b>\$ 150,000</b>	<b>\$ 37,500</b>	<b>\$ 187,500</b>	<b>100%</b>